

INSTRUCTIONS: In the box to the right of each policy:

- Place a **GREEN** dot if you agree with this policy
- Place a **RED** dot if you do not agree with this policy

Current Transportation and Circulation Element Goal 1986 Greater North Park Community Plan page 83	
Provide a safe and efficient transportation system that maximizes access for residents and visitors to the community, links to the community to major activity centers, and minimizes adverse environmental affects.	

Current Transportation and Circulation Element Objectives 1986 Greater North Park Community Plan page 86-87	
1. Protect residential areas from through traffic by encouraging through traffic to use freeways and major streets, while discouraging through traffic on local streets in the community.	
2. Improve the street system as necessary to accommodate growth in locally-generated traffic while minimizing adverse effects on existing residential, business or open space uses.	
3. Reduce vehicular traffic in Greater North Park by encouraging the use of alternative modes of transportation, including public transit, bicycles, and pedestrian travel.	
4. Provide a high level of public transportation services linking Greater North Park with Mission Valley and Downtown.	
5. Provide adequate off-street parking in residential and commercial areas.	
6. Maintain the pedestrian interface between Balboa Park and the community, insuring that vehicular access to Balboa Park does not use local streets in Greater North Park as through travel routes.	

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Current Transportation and Circulation Objectives

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7. Visually enhance transportation corridors to improve community image and identification.	
8. Evaluate the feasibility of providing fixed rail transit services to the community.	
9. Establish a transit point at University Avenue and 30th Street in order to provide support to the central business district.	
10. Enhance existing urban level bus service by increasing the frequency of service, adding express service, and improving transit stops, thereby establishing a higher level of services within the community and providing strong public transit links with adjacent communities.	
11. Utilize DART (Direct Access to Regional Transit) within various areas of the community where fixed route transit services are not readily available in order to bring service closer to the door of the aged, the infirm and other transit-dependent groups.	
12. Develop a system of bikeways to connect the various neighborhoods with the community and to connect with major activity centers in San Diego.	
13. Install secure bicycle parking facilities at major activity centers, including shopping centers, employment centers, parks and schools.	